

MORE PLACES FOR PAP HUNTERS

Scheme to Create Two Of
fices That Will Pay
\$10,000 Each.

JOB FOR POLITICIANS.

Brackett's Bill to Increase the
Railroad Commission to
Five Is Revived.

HIGH SALARIES ARE INSURED.

By the Passage of the Bill Brackett
Will Discharge a Political Obligation, and Railroad Em-
ployees Will Be Pleased.

Albany, N. Y., March 26.—A bold place-making scheme, projected two months ago, but which was promptly killed at that time, was revived again to-day. It involves the increase of the Railroad Commission by two members, making it a Commission of five instead of three, as at present. Notice of the intention to press the plan was given in effect to-day when Senator Parsons, of Rochester, moved to take the Brackett bill regarding this subject from the calendar for amendment. Mr. Parsons asked unanimous consent to present his amendment. Permission was granted and the bill was ordered reported to conform to the proposed change.

Senator Brackett introduced his bill about two weeks ago. It stipulated that the Railroad Commission should be increased from three to five, and that the present yearly salaries of \$8,000 each be reduced to \$5,000. Senator Brackett also proposed to reduce the salary of the secretary of the Commission to \$4,000. Senator Parsons' amendment restores the salaries of the Commissioners and the secretary to their present status—\$8,000 each for the Commissioners and \$6,000 for the secretary.

Seeking an Excuse.
When Brackett first introduced the bill several of the Senators friendly to the scheme suggested, as an excuse for increasing the Railroad Commission, that its powers be enlarged. In addition to supervising the railroads it was said the commission should take charge of electric companies, telephone, telegraph and lighting, water works companies, gas companies and express and water transportation companies. This was looked upon as a scheme to sidetrack dollar gas, the theory being that with a State Commission to look after such corporations, the Legislature might well hesitate before enacting some hasty law that might do injustice to the companies. Much opposition developed, protests from all quarters were received, declaring that relief to the people from exorbitant gas charges should not be indefinitely postponed, and the Republican leaders came to the conclusion that the scheme had better be abandoned. Until to-day it was supposed to be dead.

From what can be learned it is not the present intention of those behind the bill to ask for the enlargement of the Railroad Commission's scope. The spoils grabbers will be well satisfied if they can add two \$10,000 places to the list of offices. For in addition to the \$8,000 salary, each Commissioner receives \$2,000 a year for expenses.

There was no mention as to Brackett's motive when he introduced the bill. He wished to provide a fat place for his political sponsor, W. W. Worden, the Re-

publican boss of Saratoga County. For years Mr. Worden is reputed to have journeyed for a Railroad Commissionership.

Seeking Excuses.

Increasing the Railroad Commission as he proposed, Senator Brackett did not have the courage to keep the salaries at \$8,000. His strongest argument in favor of his bill was that the reduction of salaries compensated for the increase in the commission. Senator Parsons' amendment to make the commission five and keep the salaries at the old figure is presumably to prevent opposition from the friends of the present commission, who would naturally object to such a serious reduction in their respective incomes. The ostensible reason for the passage of the Brackett bill, with the liberal salaries amendment, is the fact that the railroad employees have at present no representative upon the commission. The law creating the Railroad Commission declares that at least one of the members must be practically experienced in the railroad business. This has been construed by previous Governors to mean that either the Brotherhood of Locomotive Engineers or Railroad Conductors' Association should have the naming of the practical Commissioner.

Peter Keefe's Claims Pushed.

The railroad conductors want a place for Peter Keefe, a conductor of twenty-five years' experience, who is said to have political influence in Rochester. He will get it if the commission is enlarged. Increasing the commission would have, therefore, politically a twofold practical effect. Brackett and Worden and the rest of the Republicans of Saratoga County would presumably be pleased in case Mr. Worden was appointed and the railroad employees would probably be touched at this evidence of consideration on the part of the Republican organization. There seems to be no doubt that if the bill becomes a law Worden and Keefe will be appointed.

The enemies of the bill declare, first, that the increase in the expense of the commission is unjustifiable, and, second, that it will increase the number of Commissioners who will have the effect of delaying the transaction of business, with no compensating result to accompany this decreased efficiency of the commission.

The impression prevails in some quarters here that Governor Black will disapprove the bill on the ground that the desire to give official place to two worthy persons is hardly sufficient reason for the increase of the Railroad Commission.

ERRING PUBLIC OFFICERS.

Defalcations Amounting to Thousands of Dollars Reported from Sacramento (Cal.), Scotia (Neb.) and Baltimore.

Sacramento, Cal., March 26.—Patrick Graham, collector for the irrigation district, Colusa County, has disappeared, and about \$8,000, funds of the district, is said to be missing. Graham's books cannot be found, and he has several weeks the start of the detectives, who are looking for him.

Scotia, Neb., March 26.—The postmaster of this place is said to be behind in his accounts to the amount of \$4,187. The Post Office Inspector has placed the office in the hands of the bondsmen until the matter can be investigated. The shortage is supposed to be caused by speculation on the Board of Trade in Chicago.

Baltimore, March 26.—Mayor Hooper today removed from office Dr. George Wellington Bryant, colored, superintendent of the middle district of the Street Cleaning Department. Bryant confessed that he had systematically robbed both the city and the men in his employ. It is estimated that the city will temporarily lose about \$2,000. The seventy-five colored men who constitute the middle district street cleaning brigade are believed to have lost between \$2,500 and \$3,000. Bryant was one of the best-known colored men in the city. He has long been prominent in Republican political circles.

Porter Will Ride.

Amesbury, Mass., March 26.—In last night's shipment from here was a private carload for John Addison Porter, President McKinley's private secretary.

GENERAL MAXIMO GOMEZ writes a story of the "Invasion" when, with Maceo, he swept Cuba from one end of the island to the other. It is printed in the forests by the insurgents and published to-morrow, for the first time in America, exclusively in THE SUNDAY JOURNAL.

LOVED MID FIRE AND ICEBERGS, TOO.

Pretty Sea Romance of Margaret Hutman and Henry Tatge.

MET ON A BURNING SHIP.

While Danger Menaced the Pair
Exchanged Vows and Prepared to Wed.

OPPOSED BY HER RELATIVES.

Cousins Had the Girl Detained at Ellis Island, but the Faithful Lover Interfered and Now They Are One.

Fire at sea, shrieking gales, icebergs and cousins from Kansas City, Mo., could not sever two fond hearts that beat as one on the bounding main. In spite of all opposition, the rude rebuffs of the elements and the well-meant interference of the Kansas City cousins, Miss Margaret Hutman and Henry G. Tatge are now man and wife, and all is peace and happiness.

The romance opens on board the German steamer H. H. Meier, which reached this port on Thursday, after all kinds of trouble at sea, including fire. When the ship left Bremen, Miss Hutman, a buxom maid of twenty-two years, was among the passengers. So was Mr. Tatge, a prosperous butcher of this city, who had been visiting kinsfolk in Germany. The girl was accompanied by the brothers Krage, her cousins from Kansas City. They, too, had been visiting in the fatherland, and induced Miss Hutman to make a return visit.

All being cabin passengers, Margaret and Mr. Tatge soon met. Then they fell in love, violently and irreversibly, though the Kansas City cousins never noticed the symptoms. While the Krage brothers strolled the deck, watching the steamer dodge icebergs and battle with fire in the forward hold, the lovers lingered in the cabin and vowed eternal constancy. Even when the ship put back in distress the couple never told their love to others.

Shortly before reaching New York Miss Hutman informed her cousins that she had changed her mind about going to Kansas City. She would stop in New York, she said, and marry Mr. Tatge. The Krages said no. Rather than allow the ceremony to take place they would cross the sea again with the girl, and leave her with her mother. This threat did not influence Miss Hutman in the least. Tatge insisted on the marriage, explaining that he was worth \$10,000, and would make a model husband. Then he gave the girl 1,000 marks and told her to prepare for the event, which would take place in two weeks.

Then the Kansas City cousins executed a coup. They called on Assistant Immigration Commissioner McSweeney, and had their relative detained at Ellis Island, with the intention of sending her back to Germany. She was kept on the island over Thursday night. Yesterday Tatge intervened. McSweeney, the butcher proved that he had been a citizen of the United States for thirteen years; that the girl was of age, and that if she was prevented from landing he would follow her to Germany, obtain parental consent, and marry her, anyhow. This ultimatum secured the release of Mr. Tatge's sweetheart. The

Kansas City cousins relented and were given, and Pastor Schneider, of No. 100 Second avenue, performed the ceremony yesterday afternoon.

Weather for To-day.
Fair to partly cloudy weather;
northerly winds.

MARITIME NEWS.

OUTGOING STEAMSHIPS.

Ship	Class	Vessel
Campania	Queenstown	10:30 a. m.
La Campana	Hayre	2:00 a. m.
Kaiser Wilhelm II.	Genoa	8:30 a. m.
Patilla	Hamburg	1:00 p. m.
S. of California	San Francisco	1:00 p. m.
Mississippi	London	1:00 p. m.
Vendram	Rotterdam	8:00 a. m.
Hells	Christiansburg	11:00 a. m.
Edna Willem II.	Harre	1:00 p. m.
Segraon	Havana	10:30 a. m.
El Norte	New Orleans	1:00 p. m.
Crocod	New Orleans	1:00 p. m.
Leon	Galveston	1:00 p. m.
C. of Birmingham	N. Y.	1:00 p. m.

INCOMING STEAMSHIPS.

Ship	Class	Vessel
St. Enoch	Rotterdam	March 4
State of California	Glasgow	March 14
Marsala	Hamburg	March 14
Stuttgart	Bremen	March 15
Britannic	Liverpool	March 17
Memphis	Swansea	March 17
New York	Southampton	March 20
Umbrla	Liverpool	March 20
La Touraine	Harre	March 20
Olive	Gibraltar	March 20
Triglan	Jacksouville	March 24

DUPLICATE.

Michigan.....London.....March 16
Belarus.....St. Lucia.....March 27

ALMANAC FOR SATURDAY, MAR. 27.

Sun rises.....5:51 a. m. Moon rises.....3:11 p. m.
Sun sets.....6:20 p. m. Moon sets.....1:00 a. m.

HIGH AND LOW WATER TO-DAY.

GOVERNOR'S ISLAND.....SANDY HOOK.....
H. W. 10:12 a. m. L. W. 10:29 a. m.
3:30 p. m. 10:12 a. m. 3:48 p. m. 10:29 a. m.
4:24 p. m. 10:27 p. m. 3:43 p. m. 10:36 p. m.

Note—High water at Hell Gate occurs 1 hour and 40 minutes later than at Governor's Island. The time used in this table is 75th meridian.

Port of New York

FRIDAY, MARCH 26, 1897.

ARRIVED.

St. Mississippi (Br.), Griffiths, London March 26, with mail, to New York Shipping Company. Arrived at bar at 9:15 p. m. 25th, and anchored.

Had strong head winds and sea. March 21, 1st 4:20 p. m. 10:29 a. m. 3:43 p. m. 10:36 p. m.

Note—High water at Hell Gate occurs 1 hour and 40 minutes later than at Governor's Island. The time used in this table is 75th meridian.

St. Aral (Br.), Linnell, Shields March 11 in ballast. Arrived at bar at 2 p. m. Had moderate weather to Nantucket, when took a fresh westerly gale with high seas, leading up to arrival.

St. Straits of Dover (Br.), Halliday, Port Natal Feb. 9 in ballast to Barber & Co. Arrived at bar at 4 a. m.

St. Tacoma (Ger.), Muller, Hamburg, March 6, and Havre, Feb. 10, with mail, and 150 stowage passengers to the Funch, Edye & Co. Arrived at bar at 4:30 p. m. Had strong westerly winds and mail and high seas. Stove port liftoast.

St. La Comble (Dutch), Markschlager, Antwerp, March 5, in ballast to C. H. Handbrook. Arrived at bar at 7 p. m. Had strong westerly winds and mail.

St. Curacao, Schaeffert, Manzanillo, March 16, and St. Thomas 10th, with mail, and one cable passenger to Boston, Bliss & Dallett. Arrived at bar at 12:35 p. m. Had fine weather to March 24, when took a gale from the northwest lasting forty-eight hours.

St. Yochtown, Dole, Norfolk and Newport News, with mail, and passengers to Old Dominion Steamship Co.

St. State of California, from Glasgow, passed in at Sandy Hook at 9:30 p. m.

St. Benefactor, Townsend, Philadelphia, with mail, to William P. Clyde & Co.

Ship Wilhelm (Ger.), Wilman, Plymouth, 53 days, with mail, to Hamill & Gillette; vessel to George E. Varrelmann. Had heavy westerly gale in the Channel, then took a southerly passage and had fine weather to March 20, off Hatteras, when had strong gales from west to northwest, lasting to port.

St. Mark Numan (Holland), Jousely, Demerara, 20 days, with sugar to order; vessel to Vernon H. Brown & Co. Had moderate weather, with moonlight, Grammer, from Virginia.

Schr. J. H. Parker, Hammond, Charleston, S. C., March 18, with railroad ties to order; vessel to S. C. Evans & Co.

Schr. Levi Hart, Dodge, Brunswick, March 19, with lumber to order; vessel to Parsons, Barnes & Pendleton.

Schr. George R. Vreeland, Abbott, Philadelphia, Stoughton; schr. Albert Nason, Cahill, Virginia; Augustus Hunt, Blair, Baltimore; Abbe H. Green, Frazer, Virginia; C. W. Alcott, Johnson, Virginia; E. F. Tuttle, Brown, Newport News; J. M. Hatlow, Super, Virginia; J. C. Clifford, Mills, Virginia; David Currie, Pease, Perth Amboy, N. J.

Schr. Ambury, N. J., with lumber to order; vessel to Parsons, Barnes & Pendleton.

Schr. Wm. H. Bailey, Bailey, Philadelphia, for New Haven.

Schr. Harry, Berwind, Waller, Savannah, March 18, with lumber to order; vessel to master.

Schr. Laura C. Anderson, Porter, Savannah, March 18, with lumber to order; vessel to N. A. Anderson.

Schr. Jennie F. Willey, Dolger, Brunswick, Ga., March 19, with lumber to order; vessel to Chadwick & Potter.

Schr. Charles Valentine, Thompson, Savannah, March 20, with lumber to order; vessel to A. J. Bailey.

Schr. Willie L. Newton, Combs, Fernandina, Fla., March 19, with lumber to order; vessel to Parsons, Barnes & Pendleton.

PASSED THROUGH HELL GATE.
BOUND SOUTH.
Sa. H. F. Dimock, Beane, Boston for New York; schr. A. H. Peary, Peary, Boston for New York; schr. D. D. Haskell, New Haven for New York; schr. A. B. Bird, Meriden, Port Eaton for New York; schr. Percy Birdall, Holmes, Providence for New York; schr. Joseph Crow, Charles, Bridgeport for New York; schr. Zachary Sherman, Chambers, Bridgeport for Norfolk; schr. J. S. Terry, Benjamin, Stoughton for New York; schr. J. C. Bowers, Bance, Oyster Bay for New York; schr. Lucie Wheatley, Havens, Bridgeport for New York; schr. J. I. Thompson, Tied, Greenwich for New York.

BOUND EAST.
Tug C. B. Sanford, with two barges; tug Gertrude, with three barges.

Wind—Light, northwest; clear.

SAILED.

Sa. Tampassa, Nassau, etc.; sa. Gurandotte, Norfolk and Newport News; sa. Antilla (Br.), Nassau; sa. Colorado, Brunswick; sa. Ida (Br.), Newport News; sa. Adria (Nor.), Colha; sa. Longcoming (Aust.), Cardenas; sa. Alral (Br.), Port au Prince, Kingston, etc.; sa. Radnorshire (Br.), Aden, Singapore, Hong Kong, etc.; sa. Diamant (Br.), their voyage; ship Tinto Hill, barge; ship Brightshire (Br.), Shanghai; bark Earl Derby (Br.), Calcutta; bark Marion G. Harrison, Prince, P. I.

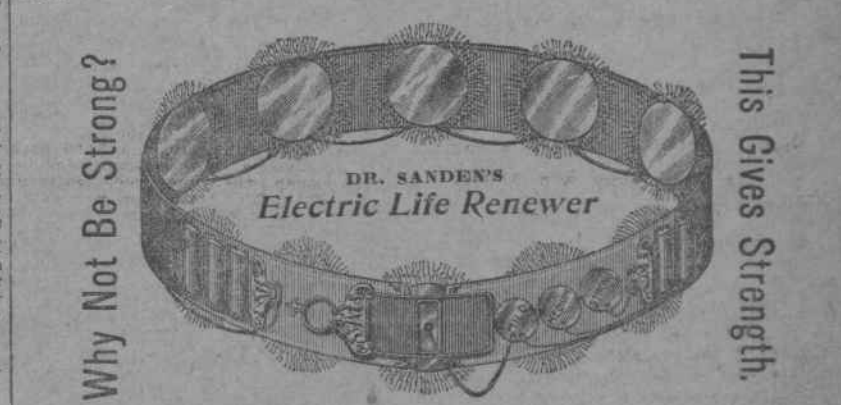
Schr. C. R. Flint, Norfolk; Mary E. Graham, Virginia; Maggie M. Keough, Newport News and Charleston; Thomas Root, Virginia; Mary Freedland, Newport News; President, Charleston; Clara R. Bergen, Charleston; Willie L. Maxwell, Wilmington, N. C.; Percy and Little, Fernandina; James Duffield, Virginia; A. Townsend, Virginia; Sadie E. Sumner, Sattila River; Lillie Falkland, Norfolk.

NOTICE TO MARINERS.

The Inspector of the Third Light House District notifies mariners that on March 25 a lantern showing a fixed red light was established to mark the schooner E. A. Stevens, sunk in the Raritan River, N. J. The lantern, about 8 feet above the water, is suspended from a pole lashed to the bulwarks just forward of the port main rigging. The wreck, loaded with brick, lies northwest, and lies on her starboard side, about 500 feet southwest, one-quarter south, from post light No. 2, with her bow 30 feet from the jetty and her stern on the edge of the channel. One-third of the hull is visible at high water.

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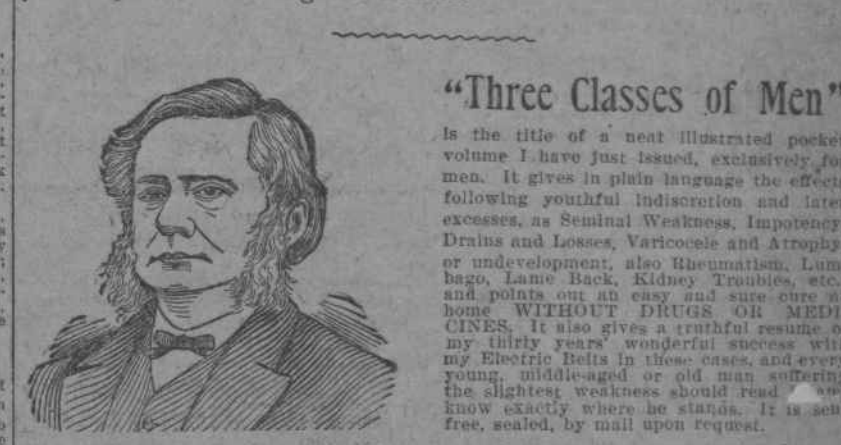
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